

# ALASKA INDUSTRY COUNCIL MEETING

## MINUTES

February 9, 2011, 10 AM (AK time)

The Alaska Industry Council meeting convened at the Alaska DOT/PF Building on February 9, 2011 at 10:00 AM.

### Introductions

Attendees (list below)

Name	Company	Phone	email
Edward Kirk	ATA/IFTD	907-786-7884	edkirk@ata.org
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Jane Dale	AKAA	567-1556-708	jane@akaa.org
Tom George	AOPA	455-9000	tom.george@aopa.org
GREG HOLT	FAA	271-5649	GREG.HOLT@FAA.GOV
Kathryn Sargeant	U.S. EPA	734-214-4441	sargeant.kathryn@epa.gov
Marion Hoyer	USEPA	734-214-4513	hoyer.marion@epa.gov
Bob Lewis	FAA	907-271-5645	bob.lewis@faa.gov
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Jim Hill	FAA	907-269-2573	Jim.Hill@FAA.gov
COLIN FLAHERTY	NATCA	907-223-1009	ColinFlaherty61@gmail.com
LEE RYAN	Ryan Air/AAE	907-830-6055	lryan@ryanalaska.com
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Jeff C. Siensky	National Wx Service	907-271-5732	jeffrey-siensky@nwsa.gov
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 JEFF MAHAR ERA AVIATION 266-8315 jeffmahar@flyera.com

Jere Hayslett (via phone)	FAA-SBS	jere.hayslett@faa.gov	907-271-5850
Jimmy Wright (via phone)	FAA-SBS	jim.ctr.wright@faa.gov	907-790-7316
Jeff Sharp (Missing from above)	Era Aviation	jsharp@flyera.com	907-266-8373
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JoAnn Ford (via phone)	FAA	JoAnn.Y.Ford@faa.gov	202-577-9790
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Robert Heckman	No contact info. Not on the Email list. Contact Jane Lee Lopez		
Rachel Daley	No contact info. Not on the Email list. Contact Jane Lee Lopez		
Bob _____ (Fairbanks)	No contact info. Not on the Email list. Contact Jane Lee Lopez		
Mark _____ (NAS Integration)	No contact info. Not on the Email list. Contact Jane Lee Lopez		
_____ (Airport Anchorage)	No contact info. Not on the Email list. Contact Jane Lee Lopez		

The following agenda items were presented:

#### Opening Remarks

Jere Hayslett, FAA

#### SBS/WSA Update

Jere Hayslett, FAA

#### Update on the Galaxy 15 WAAS satellite

JoAnn Ford, FAA

#### 100LL AV Gas

August Asay, FAA

#### Lead Emissions from Piston-Engine Aircraft

Marion Hoyer, EPA

#### Industry Feedback (Round Table)

All

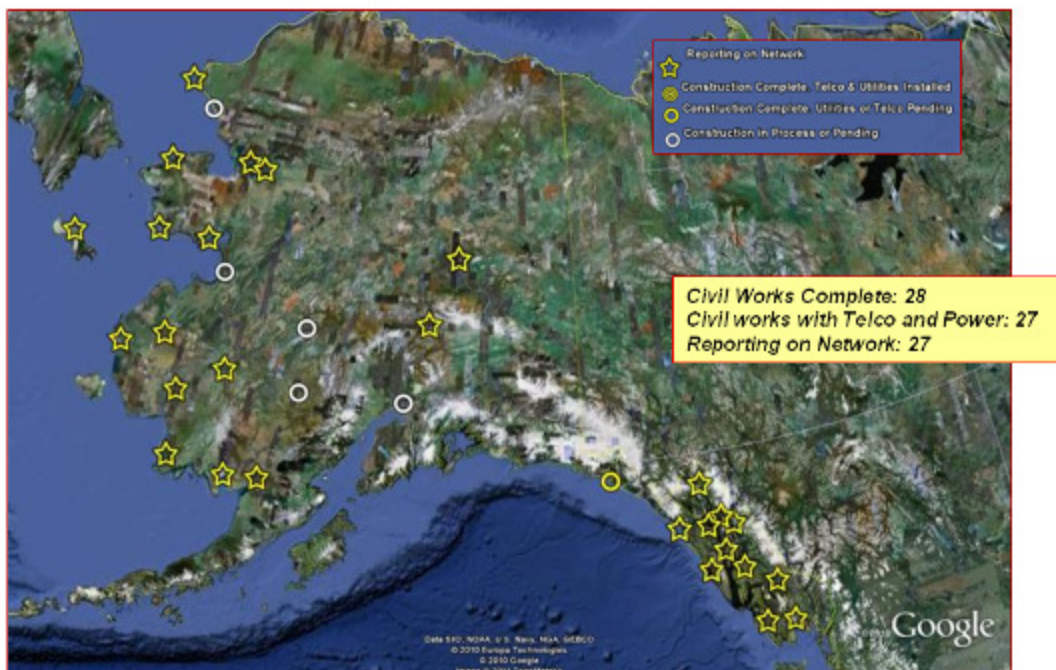
## Opening Remarks/Program Update – Jere Hayslett

Jere Hayslett opened and chaired the meeting via telephone. Jere reviewed the ADS-B coverage and the deployment status in Alaska (Slides below).

### Alaska ADS-B Coverage



### ITT ADS-B Deployment Status – Alaska

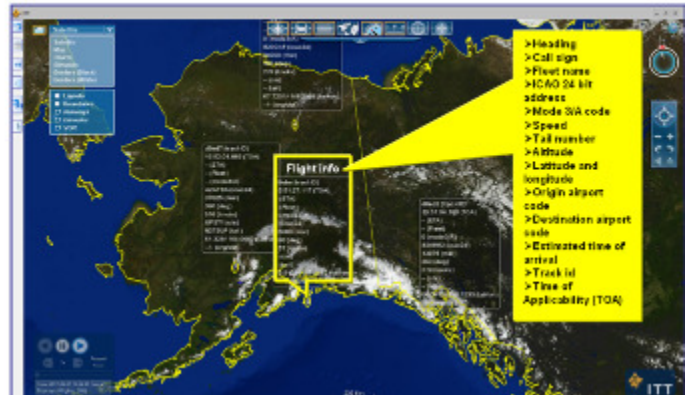




## ITT OFMS screen shot

Jimmy Wright gave an overview about the new ITT Operator Fleet Monitoring Service (OFMS) and the expected rollout of the service. Jimmy also mentioned that he will have the “live demonstration” of the service at the following week’s Alaska Air Carriers Association conference in Anchorage.

- **Time frame – Summer 2011**
- **Cost- TBD**
- **Contact – Jimmy Wright**
  - PH: 907-790-7316
  - Email: jim.ctr.wright@faa.gov



## New Alaska Business Case Effort (ADS-B expansion & IFR Airport Upgrade)

- Recommend implementing SBS
- Validate actual benefits and recommend installing 5 additional weather services (AWOS) in SV 333(10)
- Develop a new AIC plan for the remaining service volumes, including airport upgrades: SV 325(2), 326(3), 330(7), 331(8), 335(12)



## 7 Planned AWOS

- Kasigluk
- Kw ethluk
- Napakiak
- Quinhagak
- Clarks Point
- Shageluk
- South Naknek



## **Update on the Galaxy 15 WAAS satellite – JoAnn Ford**

JoAnn Ford presented the following information on the WAAS GEO Status.

### **WAAS GEO Status Update**

- **Two WAAS GEOs (AMR and CRE) Currently Operating**
  - Redundant GEO coverage over Contiguous US (CONUS) and Southeast Alaska
- **Status of CRW**
  - CRW ground uplink stations were powered OFF and placed in Maintenance Mode on December 16, 2010 due to instability of CRW Signal in Space
  - On December 23, 2010 CRW responded to Intelsat commanding with telemetry indicating spacecraft autonomous recovery
  - On January 5, 2011 the WAAS navigation transponder on CRW was powered ON for testing purposes
  - FAA began testing with the CRW navigation transponder on January 6, 2011; Testing concluded on January 26, 2011; Test results are acceptable and consistent with pre-failure operation and Signal-in-Space (SIS) performance is deemed acceptable
  - FAA still needs to review satellite provider's (Intelsat) test report on CRW
  - During On-orbit test in January 2011, Lockheed Martin (LM) revealed that the back-up C-L band receiver failed. This is now a single point of failure for the navigation transponder. The WAAS Program Office is currently developing revised estimate for likelihood of failure for this satellite
  - Currently CRW is stationed at 93o W with Intelsat conducting an extensive health check
- **Future CRW Activities**
  - Intelsat plans to begin the westward drift of CRW in mid-February 2011
  - Intelsat will place CRW in an orbital slot at either 133W or 129W, a decision due from Intelsat/LM by February 28, 2011. Both 133W or 129W orbital locations provide full coverage for all of Alaska
  - CRW will provide WAAS coverage of all of Alaska starting Spring 2011
  - WAAS Program Office will move forward with POR satellite acquisition until final determination of utility of CRW is made in Feb 2011 (will probably be March-JoAnn's comment)

### **Additional comments**

- JoAnn will be at the following week's Alaska Air Carriers Association conference in Anchorage to provide detailed briefings.
- If an error is noted with GPS, please email the information to JoAnn. She will need Lat, Long, date, and time in order to mitigate/identify the source of the problem.
- The problem with getting LPV availability in Alaska, especially going out to the Aleutian Chain, is not a GEO coverage issue. The issue is getting the Horizontal Protection Limit (HPLs) and Vertical Protection Limits (VPLs) low enough to support LPV. With the current architecture of WAAS we won't be able to get the HPLs and VPLs low enough for the entire Aleutian chain to support LPV. When WAAS GEO CRW gets back to its final location, all of Alaska will have receive WAAS corrections, but maybe not LPV service (i.e. no change from before CRW started to move). Approx 1/2 of the Aleutian Chain should have LPV service, i.e. no change from before CRW started to move. CRW at 129 or 133 will provide dual coverage to the majority of Alaska.

## LPV/LP Procedures Published to Date

### LPV Procedures

LPVs Published to non-ILS Runways: 1470  
LPVs Published to ILS Runways: 896  
Cumulative LPVs Published to Date: 2,366

LPVs Published to <250 ft. Decision Altitude (DA): 432

LPVs Published to exactly 200 ft. DA: 421  
(98% of LPVs <250 ft. are to exactly 200 ft.)

Next publication cycle: 02/10/11

### LP Procedures

First LP procedure published: 01/13/11

- Peter O Knight, Tampa, FL (TPF), RNAV (GPS) Rwy 36

**Expected LP publications: 03/10/11**

- Macon, GA (MAC) 10/28
- Kalamazoo, MI (AZO) 5/23
- Ardmore Downtown, OK (1F0) 17/35
- Waupaca, WI (PCZ) 28

## FAA Actions and Next Steps on Leaded Aviation Gasoline – August Asay

August provided following information on leaded aviation gasoline from the FAA perspective.  
(Please refer to the original briefing)

### FAA responsibilities

- U.S. Code
- Regulations
- Participation with industry

### Research

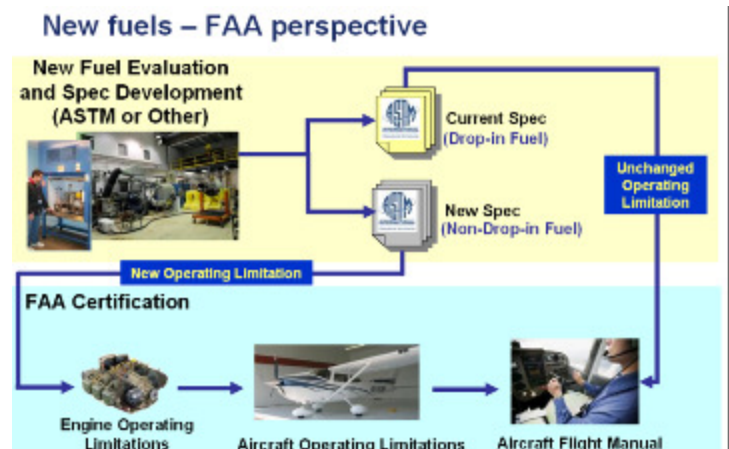
- FAA Technical Center
- Coordinating Research Council (CRC)
- Funding

### New fuels

### New Fuels Policy

- Draft FAA AC 20-24C
  - Approval of Propulsion Fuels, Lubricants and Additives
  - Similar Scope to AC 20-24B
  - Expanded to cover aircraft and propellers
- Guidance for approval of aviation fuels
- Draft issued for public comment Oct 2010
- Comments under review
- Release expected mid-2011

### Policy & Rulemaking





# Advisory Circular

**Subject:** Approval of Propulsion Fuels, Lubricants and Additives  
**Date:** xxxx, 2010  
**Initiated by:** ANE-110  
**AC No:** 20-24C

## 1. What is the purpose of this Advisory Circular (AC)?

a. This advisory circular (AC) provides definitions, guidance, and acceptable methods, but not the only methods, that may be used to approve specified propulsion fuels, lubricants or additives as operating limitations for aircraft, engines, or propellers.

b. Operating limitations are specified in § 33.7, of Title 14 of the Code of Federal Regulations for aircraft engines, in § 23.1583 of Title 14 of the Code of Federal Regulations for small airplanes, in § 25.1583 of Title 14 of the Code of Federal Regulations for transport airplanes, in § 27.1583 of Title 14 of the Code of Federal Regulations for normal category rotorcraft, in § 29.1583 of Title 14 of the Code of Federal Regulations for transport category rotorcraft, and in § 35.5, of Title 14 of the Code of Federal Regulations for propellers.

## 2. Who does this AC apply to?

a. The guidance provided in this document is directed to engine manufacturers, airplane manufacturers, rotorcraft manufacturers, propeller manufacturers, modifiers, foreign regulatory authorities, and Federal Aviation Administration (FAA) type certification engineers and their designees. This guidance also applies to manufacturers of aviation fuels, lubricants, and additives.

b. This material is neither mandatory nor regulatory in nature and does not constitute a regulation. It describes acceptable means, but not the only means, for demonstrating compliance with the applicable regulations. We ("the FAA") will consider other methods an applicant may present to demonstrate compliance. Terms such as "should," "shall," "may," and "must" are used only in the sense of ensuring applicability of this particular method of compliance when the method in this document is used. While these guidelines are not mandatory, they are derived from extensive FAA and industry experience in determining compliance with the relevant regulations. If we find that following this AC would not result in compliance with the applicable regulations, we will not be bound by this AC, and we may require additional substantiation as the basis for finding compliance.

c. This material does not change, create any additional, authorize changes in, or permit deviations from existing regulatory requirements.

- Advisory Circular 20-24C
- Aviation Rulemaking Committee (ARC)

## FAA Next Steps

- Regulations and Policy
  - Focus on aviation safety
  - Work with EPA
  - Release AC20-24C
  - Establish and participate on the ARC
- Stakeholders
  - Coordinate with GA AVGAS Coalition
  - Support specification of new fuels at ASTM
  - Respond to applications for type certification of engines and aircraft on new fuels
- Research
  - Provide independent testing and participate in CRC
  - Conduct research into new fuels and fuel systems

## Lead Emissions from Piston-Engine Aircraft - Marion Hoyer, EPA

Marion provided following information on lead emissions from piston-engine aircraft (Please refer to the original briefing for all the information)

- EPA's role and responsibility in the Clean Air Act
- The National Ambient Air Quality Standard for Lead
- The Advance Notice of Proposed Rulemaking (ANPR)
- Next steps

## Petition on Lead Emissions from Piston Aircraft

- In 2006 Friends of the Earth Petitioned EPA to do the following:
  - If sufficient information exists, make a finding of the endangerment to public health and welfare.
  - If finding is positive, propose a lead emission standard for general aviation aircraft.
  - If insufficient information exists to make a finding, commence a study.
- In 2007 we issued a notice requesting input on a wide range of issues regarding emissions of lead from piston aircraft.
- In 2010 we issued an Advance Notice of Proposed Rulemaking (ANPR) to let people know we are studying this issue and requesting information.



## EPA's Advance Notice on Lead Emissions from Aircraft

- In April 2010, EPA issued an ANPR on lead emissions from piston-engine aircraft.
  - Focuses on issues of emissions and exposure to lead from piston aircraft
    - Describes available data
    - Requests comment
  - Does not take a position on the potential for lead emissions from aircraft to harm people or the environment.

### Next Step – Evaluating the Question of Endangerment

- We are assessing the comments on the ANPR.
- We are performing additional analyses as described in the ANPR:
  - Model piston-engine emissions of lead at airports to evaluate the impact on local air quality and exposure to lead
  - Evaluate the data from lead monitors at airports starting in 2011
- Issue a proposal describing our analysis and our proposed position on the question of endangerment.
  - Opportunity for public comment on our proposal before any action is finalized
- Issue a final decision document.

### Additional Information

- For more information on EPA lead avgas work: [www.epa.gov/otag/aviation.htm](http://www.epa.gov/otag/aviation.htm)
  - Technical Support Documents
  - Petition on avgas lead
  - ANPR and fact sheet
- For more information on the lead NAAQS: [www.epa.gov/air/lead/](http://www.epa.gov/air/lead/)

### **Round Table**

- Shawna Thoma mentioned that Sen. Begich has urged that the fuel testing be conducted in Alaska to ensure that the fuel blend will withstand the harsh Alaskan weather conditions
- Rich Sewell stated that Gov. Parnell has urged for the use of the UAA research center.
- Susan Hoshaw would like information on what the process is to become a member of the New Fuels Policy ARC

### **Conclusion**

The meeting was adjourned at 10 AM.